Other Major Roadways

Focus Area	BIA Routes		Other Roads	
Coconino Yavapai	BIA-021		Buttler Ave Willamson Valley Rd Leupp-Oraibi Rd Lake Mary Rd Tonto Flat Rd Iron Springs Rd Page Springs Rd Beaverhead Flat Rd	Fain Rd Cornville Rd Townsend Winona Rd Verde Valley School Rd Reed Rd Prescott Lakes Parkway Beaverhead Flat Rd
Navajo Hopi	BIA 004 BIA 006 BIA 012 BIA 015 BIA 027 BIA 059	BIA 060 BIA 064 BIA 065 BIA 110 BIA 112	Berry Ave Park Dr	
New River			Kirkland Valley Rd	

2.4.3 Study Area Roadway Functional Classification Systems

Functional classification is the grouping of highways, roads and streets into classes with respect to their service and purposes. Functional classification also serves as a basis for establishing speed limits, parking restrictions, design standards and access controls. FHWA Functional Classification Guidelines were used to define the roadway functional classification.

Area types (urban and rural) have influence on roadway functional classifications. Parameters such as access intervals, operating speed and capacity vary with area type. FHWA defined 'urban area' as an area comprised of one or more places with the adjacent surrounding area being densly settled (e.g., 1,000 persons per square mile or more), whereas, rural areas comprise the areas outside the boundaries of small urban and urbanized areas. According to FHWA, the existing roadway system is categorized into the following functional classes:

- Freeways
- Arterials (principal and minor)
- Collector (major and urban)

Freeways are arterial highways with full access control. They are intended to provide high levels of safety and efficiency for the movement of large volumes of traffic at high speeds. Typically high truck volumes are observed on freeways. Daily capacity is higher in urban than rural freeways. Freeways interconnect the major cities, metropolitan centers, regional business activity centers, important transportation terminals, and large institutional facilities. I-40 and I-17 are examples of Interstate freeways within the study area.

Principal arterials serve the majority of the trips entering and leaving major retail, commercial and industrial land uses. Arterial streets have a moderate volume of traffic circulation facilities that carry a significant percentage of the total urban traffic. Traffic movements are at high speeds. Arterial streets provide connections to major collector streets and do not penetrate residential neighborhoods. Arterial streets typically:

- Link major activity centers, metropolitan areas, cities and larger towns, large traffic generators, and high traffic volume corridors to form an integrated network providing interstate and inter-county service

- Are spaced at intervals consistent with high population and trip-end density characteristics so that all major developed areas are within a reasonable distance of an arterial highway

- Provide service to corridors with trip lengths and travel densities greater than those predominantly served by collector or local systems

Part of roadway segments on SR-64, SR-69, SR-77, SR-89, SR-89A, SR-179, US-89, US-93, US-160, US-180 are classified as principal arterials by FHWA definition.

Minor arterial roadway systems provide access to areas smaller than those served by principal arterials, while providing intra-community continuity. Minor arterials typically:

- Interconnect with and augment the principal arterial system and provide service-to trips of moderate length at a somewhat lower level of travel mobility than principal arterials

- Link cities and larger towns and form an integrated network providing interstate and inter-county service.

- The spacing of minor arterial streets may vary from 1/8 - 1/2 mile in the central business district to 2 - 3 miles in the suburban fringes

Roadway segments on SR-87, SR-89, SR-89A, SR-179, SR-260, SR-264, US-64, US-180, are identified as minor arterials. Roadways within the Flagstaff region such as Townsend Winona Road, Butler Avenue, Forest Avenue, Lake Mary Road, Cedar Avenue as well as Willow Creek Road, Navajo Drive, Mingus Avenue, Iron Springs Road, and Prescott Lakes Parkway within the Prescott region.

The major collector roadway system collects traffic from local streets and channels it into the arterial system. Major collector roads also provide land access and traffic circulation within residential neighbors, commercial and industrial areas. Major collectors typically:

- Provide service to the larger towns not directly served by the higher capacity systems,

- Provide linkages to other traffic generators of equivalent intra-county importance, such as consolidated schools, shipping points, county parks, important mining and agricultural areas, etc. ;

- Serve the more important intracounty travel corridors.

Segments of SR-67, SR-71, SR-87, SR-89, SR-89A, SR-96, SR-97, SR-98, SR-169, SR-260, Leupp Road, Williamson Valley Road, US-89A, US-163, US-180, and US-191 are classified as major collectors by FHWA standards.

Urban collectors also collect traffic from local roads and carry traffic into the arterial system providing service to the smaller communities and linkages for local traffic generators. The urban collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In areas such as central business districts, and other

similar areas of development and traffic density, the urban collector system may include a street grid which forms a logical entity for traffic circulation.

BIA-012 and BIA-112 in the Navajo-Hopi Focus Area, Woody Mountain Road, Switzer Canyon Drive, Lockett Road in Flagstaff region and Reed Road in the Prescott area are classified as urban collectors.

2.4.4 Existing Traffic Volumes and Percent Trucks

Traffic volumes and percentages of trucks are listed in Table 2.7. Volume of truck traffic tends to vary by roadway within the study area.

Table 2.7 Study Area ADT and Percent Trucks

Route	ADT (average or average range)	Percent Trucks (%)
I-17	14,500-37,000	20.4
I-40	48,000	51
US-64	2,900	7
US-89	25,000	46
US-89A	5,800	12
US-93	6,600-11,600	34
US-160	2,200-11,500	10
US-163	14,300	7
US-180	13,000	15
US-191	1,100-9,200	12
SR-64	7,900	9
SR-66	1,000	34
SR-67	1,500	8
SR-69	14,000-46,500	13
SR-71	800	7
SR-77	1,800	23
SR-87	2,500	9
SR-89	2,000	14
SR-89A	19,000-34,000	12
SR-96	500	28
SR-97	700	28
SR-98	2,000	n/a
SR-99	500	25
SR-169	9,800	6
SR-179	6,400-19,000	11
SR-260	1,000-23,000	13
SR-264	1,200-16,000	9

2.4.5 Existing and Proposed Major Bridges and Structures

Bridge information along the study area roadway networks were obtained from the ADOT Bridge Management Division. Bridges and structures with longer structure length (600 ft or greater) and with historic perspective are documented in this section.